



Dalidio Ranch Traffic Analysis Presentation

*August 30,
2006*

Response to Comments

Comment:

W-Trans fair share calculations do not match City findings.

Response:

- City has not yet provided calculations for comparison.
- Using traffic volumes from City's *Dalidio/San Luis Marketplace Annexation and Development Project EIR*, fair share of the Prado Road interchange volume = 26%.
- W-Trans calculations show a fair share of 23%.

Response to Comments

Comment:

Dalidio Ranch will generate more vehicle trips than the previous marketplace proposal.

Response:

- San Luis Marketplace study evaluated 635 ksf of retail at a net rate of 2.65 trips/ksf = 1,681 new peak hour trips and 20,956 net daily trips.
- W-Trans study evaluated Dalidio Ranch with 523.18 ksf of retail at a net rate of 3.17 trips/ksf = 1,660 new peak hour trips and 21,911 net daily trips.

Response to Comments

Comment:

Saturday was not analyzed.

Response:

- The W-Trans study was conducted to “mirror” the previous City study for the approved Marketplace project which only included weekday p.m. peak conditions.
- While the project will generate more peak hour trips on a Saturday, surrounding street traffic is generally lower on a Saturday, so results should be similar.

Response to Comments

Comment:

The traffic study omitted key approved developments off of Calle Joaquin.

Response:

- Traffic for approved projects was developed based on information from the City in late '05.
- Would only affect shorter term Baseline. Longer term 2016 and 2025 results would remain the same.

Response to Comments

Comment:

Pass-by rates are higher than the previous analysis.

Response:

While W-Trans used higher pass-by rates it also used higher trip rates than the previous study. All rates were acquired from the *ITE Trip Generation Handbook* which is the standard source.

Response to Comments

Comment:

Freeway segments and freeway ramps.

Response:

- The Dalidio Ranch study focused on an update to the City's Marketplace project analysis of the arterial street system for the approved 650 ksf project.
- The City report concluded that: "Improvements to US 101 are regional improvements and beyond the scope of an individual development;"

Response to Comments

Comment:

Signalized Intersection Analysis Factors should be different (Total Lost Time and Peak Hour Factor).

Response:

- W-Trans analysis is consistent with factors used in previous City traffic study for the approved Marketplace project .

Response to Comments

Comment:

Signalized Intersection Analysis should use existing Signal Timing Plans.

Response:

- The W-Trans analysis of future intersection conditions is consistent with common practice where signal timing is based on “optimized” timing which considers the change in traffic volumes.

Study Area



Project Scenarios

- Existing
- Baseline (Existing + Approved Projects, 2008)
- Baseline plus Phase 1 Project
- 10-Year Horizon (2016)
- 10-Year Horizon plus Full Project
- Buildout (2025)
- Buildout plus Full Project

Key Assumptions

- Baseline 2008 Conditions
 - Improvements to Los Osos Valley Road-Calle Joaquin
- 10-Year Horizon 2016 Conditions
 - Full Improvements to US 101/Los Osos Valley Road Interchange
- Buildout (2025) Conditions
 - Completion of Prado Road Interchange

